

District Administrative Office

2000 North Greene Street MS 1001 • Spokane, Washington 99207-5499
(509) 533-7401 • SCAN 271-7401 • FAX (509) 533-8052



Terrance R. Brown
Chief Executive Officer

June 8, 1993

Harold White
Project Engineer
Washington State Department of Transportation
N. 2714 Mayfair Street
Spokane, WA 99207-2090

Dear Harold:

Thanks to you and your associates for the well-informed presentation to our board of trustees on April 20th. The concerns relating to the north-south freeway proposal in the Greene/Market corridor (which were more specifically outlined to you in my letter of October 15, 1992), however, are still significant with our board and administration.

The board has asked that I convey to you their strong recommendation that an alternative route be considered (e.g., moving the freeway to the west might be the best alternative).

As a board of trustees, we are deeply concerned about the impact the current freeway location would have and are asking that you and your organization evaluate other alternatives that would lessen the impact on the Spokane Community College site. The preliminary changes which you have already made did lessen our concerns to some degree, and are appreciated. However, we strongly recommend that further changes be considered as well, as suggested above.

Thank you for your assistance on our behalf.

Very sincerely,

A handwritten signature in dark ink, appearing to read "T. Brown".

Terrance R. Brown
Chief Executive Officer

c: Don Kolb
Greg Plummer
Joe Rich
Jim Walton

Community Colleges of Spokane District Administrative Office

Spokane County Fire District No.9

W. 14 Graves Road • Spokane Washington 99218
Telephone (509) 466-4602 • FAX (509) 466-4698

July 19, 1991

Harold L. White, Project Engineer
North-South Freeway
Washington State Department of Transportation
2714 North Mayfair Street
Spokane WA 99207-2090

RE: Freeway Environmental Impact Study

Mr. White:

I would like to thank you for including Fire District 9 in the planning process for the proposed freeway project. We are interested in both the design process and the final construction projects as they effect our district.

The completion of this project will have a great effect on our timely arrival to incidents which our district serves. Fire District 9 responds to fires and emergency medical calls in areas east and west of all proposals. We also have areas of protection responsibilities that are located where the project crosses Hawthorne Road and where ultimate termination will occur in the vicinity of Wandermere.

Fire District 9 is also the contract dispatch agency for Fire Districts 4 on the north end of the project and Fire District 6 which is located in the corridors contemplated north of Francis Street.

There are several areas which we would like to comment on and of course we will be available for answering of any questions that might come up as the result such comments. Your contact for for all issues will be Claude E. "Skip" Wells, Deputy Chief, (466-4602)

1. The Study of Route Alternatives Evaluation Matrix.

There needs to be some additions to the Route Alternatives data public services category in particular the sections on fire and public facilities.

1

Fire Prevention is everyones business.

Spokane County Fire District No.9

A. A fire station is located at 6600 North Regal Street. This station is owned and operated by Spokane County Fire District 6 and serves the area north of Francis to Lincoln Road and Yale Street and west to Crestline. This station would be directly effected by all proposed routes. Access points to the alignment will be an important consideration.

B. A new fire station has been placed in service at 8118 East Bigelow Gulch Road. This station is fully staffed and responds to alarms not only east of the proposed project but also west into the area north of Francis and south to Upriver Drive by way of Freya Street. Access points to the alignment will be an important consideration.

C. A fire station is presently located at the intersection of Market Street and Peone Road. It serves all areas of the fire district so all three proposals will effect response time. Access points to the alignment will be an important consideration.

D. A fire station is located at 29 East Hawthorne Road which also serves all areas of the fire district. This station will be directly impacted by proposed routes. Access points to the alignment will be an important consideration.

The commissioners of Fire District 9 have authorized a district wide facilities study. As the freeway could effect the outcome of such a study we request that you provided technical assistance (staff personnel) to work with the fire district in completing such a study.

E. There is mention in the public facilities section relating to moving water mains. This area appears to be incomplete. There are water mains and fire hydrants north of Francis which would be affected by all three of the proposals. There are at least three additional public water purveyors affected and at least one additional private water company who provide fire protection water to the fire district.

Coordination of any water system outages and the location of such outages is a very important matter to the fire department as water is the common extinguishment product for fires. They would have to be kept to a minimum.

2. Fire Hydrant Marking Systems.

A. The fire district must be included in the design loop to ensure that fire hydrant and draft port system access points and signage are included through the design process and actual construction.

B. We understand problems that a freeway can pose when access is determined by the location of major interchanges rather than typical intersections where we can access fire hydrants. We also are aware of drainage systems that are installed on overhead freeways for eliminating water on the road.

We would like to encourage similar systems to be installed at strategic points that would in effect be dry hydrant systems on at least the overhead portions of a freeway and any bridging that would be associated with the freeway. This would cut down travel time for hauling water to major hazardous materials incidents, car fires, or overland hauling vehicle product fires. This item is of particular importance when long strings of vehicles congestion and a single directional flow of traffic for major distances occurs. The dry piping would be used for filling vehicles in a concept much like systems used in tall buildings except they would be for filling fire department vehicles. They would carry water only during the time that they are in use.

3. Coordination of Road Closures.

A. Fire District 9 has worked for some time with contractors who are performing work for the Washington State Department of Transportation (DOT). We have had some good and bad experiences with notification of road closures. We understand that the contractors in the past have been given the responsibility of notifying fire departments when roads are closed. However, we believe that a contract with those provisions does not absolve the DOT from the responsibility coordinating road closure activity, particularly when a series of contracts have been let and several sub-contractors are involved.

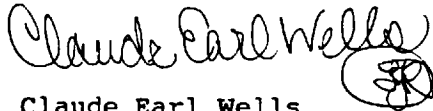
We request the DOT to include, as a portion of the personnel working on the project, a staff member(s) who is responsible for daily coordination with Fire District 9 to ensure that routes of travel are available for fire and EMS response throughout the project.

4. Freeway Route Designation

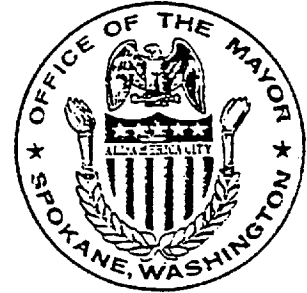
Fire District 9 has concerns vehicles carrying hazardous materials. Any routing that can reduce the transportation of such materials through areas of high density development is in the public interest. We feel that the determination of such routes should be based on sound engineering principals and judgment. Hazardous materials transportation should be included in the formulation of such judgment.

Again, we thank you for allowing the fire district to participate in this important community issue.

Sincerely,

A handwritten signature in cursive script that reads "Claude Earl Wells". To the right of the signature is a circular stamp containing a stylized monogram, possibly "CEW".

Claude Earl Wells
Deputy Chief



July 9, 1991

SHERI S. BARNARD, MAYOR

Mr. J.C. Lenzi, District Administrator
Washington State Department of Transportation
2714 North Mayfair
Spokane, Washington 99205-2090

Re: North Spokane Limited Access (Freeway) Environmental Study

Dear Mr. Lenzi:

The City of Spokane is delighted that this vital project appears to be on its way to reality. It is a much needed transportation improvement, and the community will benefit substantially when it is finally constructed.

This project has been the topic of much discussion by the City of Spokane, along with other governmental agencies and the public over the past decade or so. In fact, the City's Comprehensive Plan indicates a corridor for the north-south freeway generally along a Market/Greene alignment.

The City Council encourages you and the Interdisciplinary Team to conduct the environmental review process as quickly as possible, so that you can secure complete funding for right-of-way and construction. We strongly encourage you to give serious consideration to the Market/Greene corridor in recognition of the City's Comprehensive Plan. Finally, we wish to express our complete support for this project and hope that, as a multi-agency team, we can expedite the completion of the freeway for the benefit of the total community.

Sincerely,

Sheri S. Barnard

Sheri S. Barnard
Mayor of Spokane

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OFFICE OF THE MAYOR / FIFTH FLOOR CITY HALL / SPOKANE, WASHINGTON 99201-3335 / (509) 456-2665

Office of the Mayor Spokane Washington

RESOLUTION

A RESOLUTION OF THE SPOKANE CITY PLAN COMMISSION RELATED TO THE PROPOSED NORTH-SOUTH FREEWAY IN NORTH SPOKANE.

WHEREAS, the need for a north-south transportation facility in the north Spokane area has long been recognized by the officials of the County, City and state;

WHEREAS, earlier attempts to locate such a facility in the vicinity of Hamilton and Nevada streets failed due to unacceptable community impact,

WHEREAS, the City of Spokane Arterial Street Plan adopted in 1986 as an element of the Comprehensive Plan, identifies a corridor for such a facility immediately east of Market and Greene Streets;

WHEREAS, the Hillyard Neighborhood Specific Plan (adopted in 1985) and the Chief Garry Park Neighborhood Specific Plan (adopted in 1991), both elements of the Comprehensive Plan, further identified the alignment for such a facility in the same location as shown in the Arterial Streets Plan;

WHEREAS, the North Spokane Transportation Study, approved in 1988 by the City of Spokane, Spokane County, The Spokane Regional Council and the Washington State Department of Transportation, evaluated three primary corridor alternatives for a north-south freeway and clearly and explicitly recommended the "Market/Greene" corridor rather than the "Hamilton/Nevada" or the "Havana" corridors; and

WHEREAS, The Washington State Department of Transportation has recently begun the preparation of an Environmental Impact Statement for the construction of a north-south freeway which, because of federal guidelines, will require reconsideration of other corridor alternatives;

NOW, THEREFORE, be it resolved by the Spokane City Plan Commission,

1. The Comprehensive Plan of the City of Spokane and other regional transportation activities with which the City has been a participant clearly and explicitly identifies the Market/Greene corridor as the location for a new north-south freeway.

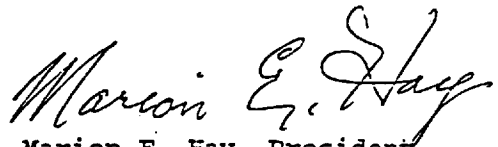
2. The planning activities that produced this locational decision occurred over nearly a decade and involved substantial community dialogue. A portion of this planning process involved neighborhood planning activities that were federally funded through the Community Development Block Grant program. Interests of neighborhoods, businesses, government, and other elements of the community were integrated in the decision making process.

9-B

3. The Comprehensive Plan is an agreement made in trust between the community and the local government. The City of Spokane takes its responsibility to maintain that trust very seriously and cannot recognize major deviations from the Plan without the consent and agreement of the affected elements of the community.

4. Therefore, the Spokane City Plan Commission restates and reinforces the provisions of the Comprehensive Plan for a north-south freeway to be located along the Market/Greene corridor. To attempt an alternative location could result in complete rejection by the local community and the City.

ADOPTED by the Spokane City Plan Commission at a lawful open public meeting on the 12 day of June, 1991.

A handwritten signature in cursive script, reading "Marion E. Hay".

Marion E. Hay, President
Spokane City Plan Commission

9-C

Office of the Mayor Spokane Washington (continued)